



CITIZENS ADVISORY COMMITTEE

March 26, 2008

6:30 – 8:00 p.m.

McCloskey Room

Suggested Time

6:30 PM

I. Call to Order

II. Approval of Minutes:
A. February 27, 2008

III. Communications from the Chair

6:45 PM

IV. Reports from Officers and/or Committees
A. Ball State Student Project (Presentation by Scott Truex)

V. Reports from the MPO Staff

7:15 PM

VI. Old Business
A. Complete Streets Policy
B. SR 45/46 Bypass Project
C. Unified Planning Work Program FY 2009-2010
D. Transportation Improvement Program FY 2009-2012

VII. New Business

VIII. Communications from Committee Members (*non-agenda items*)
A. Topic Suggestions for future agendas

IX. Upcoming Meetings
A. Citizens Advisory Committee – April 23, 2008 at 6:30 p.m. (McCloskey Room)
B. Technical Advisory Committee – April 25, 2008 at 1:30 p.m. (McCloskey Room)
C. Policy Committee – May 9, 2008 at 1:30 p.m. (McCloskey Room)

Adjournment



Citizens Advisory Committee Meeting Minutes
February 27, 2008 McCloskey Conference Room 135, City Hall

Citizens Advisory Committee Minutes are transcribed in a summarized outline manner. Audio recordings from the meeting are available in the Planning Department for full reference.

Attendance

Citizens Advisory Committee (Voting Members): Chair Jack Baker (McDoel Gardens NA), Vice-Chair Patrick Murray (Prospect Hill NA), Natalie Wrubel (League of Women Voters), Jerry Stasny (Old Northeast NA), John Kehrberg (citizen), Buff Brown (Bloomington Transportation Options for People), Ted Miller (citizen), Elizabeth Cox-Ash (McDoel Gardens NA), Sarah Ryterband (Prospect Hill NA), and David Walter (6th and Ritter NA).

Others In Attendance (including Non-Voting CAC Members): Steve Forrest (citizen), Brian Allen (Old Northeast NA), Jim Rosenbarger (Bicycle and Pedestrian Safety Commission), Brandon O'Leary (South Griffey NA), Kate Cruikshank (South Griffey NA), Jim Ude (Indiana Dept. of Transportation), Matt Taylor (Level 5 Engineering), Bob Woolford (Housing and Neighborhood Development), Justin Wykoff (Public Works), Joe Fish (MPO staff), Scott Robinson (MPO staff), and Raymond Hess (MPO staff).

I. Call to Order (~6:35PM)

II. Approval of Minutes

The minutes from the January 23, 2008 meeting were accepted by the CAC without modification.

III. Communications from the Chair

Mr. Baker had no reports.

IV. Reports from the Officers and/or Committees

There were no reports from officers or committees.

V. Reports from the MPO Staff

A. 2nd Quarter FY 2008 Progress Report

Mr. Hess presented the 2nd Quarter Progress Report for FY 2008 which was included in the meeting packet. Mr. Baker asked if the Complete Streets Policy would be applied as a stand alone policy or incorporated into the Long Range Transportation Plan. Mr. Hess said that both would be appropriate suggestions to consider. A discussion about bicycle and pedestrian counting (methods, equipment, and data) ensued for the 501 element. Recommendations were made to increase bicycle and pedestrian data collection.

B. Complete Streets Policy

Mr. Baker explained this item was taken off of the regular agenda in the interest of allowing time for discussion of other agenda items but that a copy of the draft policy is in the meeting packet. Mr. Forrest asked how to provide input on the draft policy. Mr. Baker asked the Committee to forward comments/suggestions on the draft policy to him



and staff for future consideration.

C. Unified Planning Work Program (UPWP) FY 2009

Mr. Hess reviewed a staff memo and draft tables that were included in the meeting packet which will be used to form the foundation of the FY 2009 UPWP. He explained the purpose of the UPWP and that the deadline for adoption May 15, 2008. He explained that the UPWP will actually be for fiscal years 2009 and 2010 because of the timing associated with the expiration of federal transportation legislation (SAFETEA-LU) in FY 2010. He stated that a more complete draft of the UPWP will be presented at the next meeting. Mr. Murray mentioned that IU is initiating a master planning process and the need to coordinate information. There was a discussion about the North Campus Study as an example for the need of this type of coordination as it relates to east-west transportation connections. Mr. Miller expressed the need to include north-south connections. Mr. Hess explained the specifics of the study have not been determined. Mr. Brown suggested the CAC provide input to staff on the scope of work for this study and Mr. Baker said that the timing for this type of input is good. Mrs. Cox-Ash asked if IU had seen the Rose-Hulman Study to which Mr. Murray answered affirmatively.

D. Transportation Improvement Program (TIP)FY 2009-2012 Development Update

Mr. Hess presented a staff memo and draft tables which will make up the TIP for FY 2009-2012. Mr. Hess stressed that the CAC will be provided several opportunities to comment on the TIP at future meetings before its adoption in June and that the information in the packet is distributed to keep the CAC informed of the TIP development process.

VI. Old Business

There was no old business for consideration.

VII. New Business

A. Transportation Improvement Program FY 2008-2011 Amendments

Mr. Hess provided an overview of the staff memo included in the meeting packet that detailed the Rogers Street and Country Club Road intersection, the SR 45/46 from Monroe Street to Kinser Pike, the SR 45 from Pete Ellis Drive to Russell Road, and the SR 46 from SR 446 to SR 135 project amendments to the TIP. Mr. Hess said staff would like a recommendation by the CAC since the Policy Committee will be voting on these amendments at their next meeting. Ms. Ryterband made a motion to accept the amendments and Ms. Wrubel seconded. Mr. Baker said the SR 46 Pete Ellis intersection should carryover to the Russell Road project. Mr. Ude said that this amendment for SR 45 is at the early stage of the process (e.g. Preliminary Engineering) so there is time to provide input on the scope and how it ties in to other projects. Mr. Brown asked about the status of the Roger Street project and Mr. Robinson provided an overview and status report. The motion passed (9-1).

B. Bylaws Amendment

Mr. Hess provided an overview of the staff memo included in the meeting packet that

detailed proposed changes to the Operational Bylaws which would have changed the City's representation on the Technical Advisory Committee. Staff requested a recommendation from the CAC since the Policy Committee will vote on this amendment. Mr. Murray made a motion to support the amendment, Mrs. Cox-Ash seconded. The motion passed unanimously (10-0)

C. Rural Transit's 5310 Grant Application

Mr. Hess provided an overview of the staff memo included in the meeting packet that detailed a grant application for Rural Transit to purchase four buses. Staff again requested a recommendation from the CAC since the Policy Committee will vote to endorse the application. Mr. Murray asked if they are diesel buses and Mr. Hess said that it is not clear with the grant application, but it is likely they are diesel. Mr. Forest said that they should be fuel efficient. Mr. Walter made a motion to support the action, Mr. Brown seconded. The motion passed unanimously (10-0).

D. SR 45/46 Project Update (INDOT)

Mr. Ude provided an overview of the history of the project and the Level 5 Engineering's role to finish the designs. He explained the final field check process and that there will be some ability to modify the designs based on field review. Mr. Taylor reviewed the changes that were incorporated into the designs based on requests from the City and IU. He said there were some changes that included pedestrian refuge islands, increased turning radii, and other bicycle pedestrian changes. Mr. Taylor explained that to move the bike path onto IU property (south/inside side) has created new environmental reviews and they are looking at other ways to deal with this request because INDOT needs to stay within the Right-of-Way for this project. He said the project is on schedule to let in January 2009 and construction would begin the following spring with project costs in the \$20 million range. Mr. Brown asked about the 7th Street connection and Mr. Taylor confirmed the configuration of the 3-way intersection, the pedestrian tunnel, and the potential for a signal if warrants are met. Mr. Taylor then explained that there will be 7 total locations where signals would be along the corridor, but there will not be one at 17th Street. Mr. Rosenbarger said the 24" gutter separation for bike and pedestrian use is not acceptable for the design speed of 45 mph and for an area with high pedestrian activity. He said that the Bicycle and Pedestrian Safety Commission has stated their concerns for 10 years about this design and that nothing has changed. Ms. Cruikshank commented about the potential urban context of the area. Mr. Murray said IU's growth potential is east of the bypass and it will bisect the campus so the corridor should be in the context of an urban street. Discussion ensued with several comments supporting the urban context of the corridor as opposed to designs for a highway. Mr. Murray questioned why IU and INDOT are not considered the same property owner as the state of Indiana. Mr. Taylor explained that IU is governed by the Board of Trustees and not the state of Indiana. Mr. Walter said the state works on IU roads all the time (maintenance) so he is not sure why this is an issue. He also stated that roads with lower speeds (28 mph) can carry more traffic than roads with higher speeds. Mr. Robinson asked INDOT/Level 5 to identify the next steps of the process and any opportunity for citizens to give specific comments and recommendations. Mr. Taylor said that they have to work within the projects right-of-



AGENDA ITEM II.A.

Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

way. Mr. Taylor explained that all the intersections are maxed out and that the travel lanes are designed at the minimum width permissible (11 feet). Mrs. Ryterband said they don't want 7 travel lanes at the intersections. Mrs. Cruikshank asked what steps INDOT is taking to address local community goals with their projects. Mr. Ude talked about INDOT's training in Context Sensitive Solutions which is a more collaborative process. He said that making changes to this project will be difficult because the designs are far into the process. There are also significant budget concerns with the project. Mr. Baker asked that people send specific comments to him so he can compile them and the CAC can make a formal recommendation at a later time. Mr. Taylor left a set of designs with the City for people to review. Mr. Ude said that any comments should be submitted to INDOT before the field check and that there are no other public information meetings scheduled.

VIII. Communications from Committee Members

Ms. Ryterband asked about the delay on the 10th and Pete Ellis project and Mr. Ude said he would give everyone an update as details become available. Mr. Hess reminded that Scott Truex will be at the next meeting to talk about programs offered by Ball State University.

IX. Upcoming Meetings

- A. Policy Committee – March 7, 2008 at 1:30 p.m. (McCloskey Room)
- B. Citizens Advisory Committee – March 26, 2008 at 6:30 p.m. (McCloskey Room)
- C. Technical Advisory Committees – March 28, 2008 at 6:30 p.m. (McCloskey Room)

Adjournment (~8:00 PM)

*These minutes were _____ by the CAC at their regular meeting held on February 27, 2008.
(SR 3/26/2008)*

DRAFT

Unified Planning Work Program

Fiscal Years 2009-2010

[July 1, 2008 through June 30, 2010]

03/15/08



Executive Summary

The following is the Executive Summary of the Fiscal Year (FY) 2009-2010 Unified Planning Work Program for the Bloomington/Monroe County Metropolitan Planning Organization. One of the federal requirements of the urban transportation planning process involves the development of an annual Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the MPO study area over the next programming year, and documents the work that will be performed with federal highway and transit planning funds.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have several Planning Emphasis Areas (PEAs) for special consideration in F.Y. 2009-2010 under the federal legislative provisions established with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In addition to the SAFETEA-LU requirements, FHWA recommends two additional areas and FTA recommends five additional areas that warrant further attention for the Bloomington/Monroe County MPO FY 2009-2010 UPWP. Unless specifically noted, the following Planning Emphasis Areas are outlined to highlight efforts that the Bloomington/Monroe County MPO will conduct to help fulfill these requirements in the forthcoming fiscal year:

METROPOLITAN AND STATEWIDE PLANS – ENVIRONMENTAL MITIGATION

This PEA focuses on the coordination of transportation plan efforts so that a discussion of potential environmental mitigation activities is developed with Federal, State and Tribal, land management, and regulatory agencies.

The coordination of all transportation plans will be undertaken through Work Elements #101 and #103. Environmental issues will be addressed in accordance with National Environmental Policy Act (NEPA) guidelines and locally established environmental planning policies and programs for the Bloomington/Monroe County MPO. Such coordination will also occur under Work Element #301 as a component of the 2035 Long Range Transportation Plan.

NEW CONSULTATIONS

Similar to the previous PEA, State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation shall be consulted in the development of long-range transportation plans. FHWA and FTA are developing guidance on determining the role of local MPO decisions as they relate to NEPA decision-making.

The MPO will continue to fully coordinate all planning activities and NEPA decision-making with appropriate federal, state, and local agencies, regardless of responsibilities, through Work Elements #101 and #103. In addition, the 2035 Long Range Transportation Plan will incorporate such consultations under Work Element #301.

CONSISTENCY OF TRANSPORTATION PLAN WITH PLANNED GROWTH AND DEVELOPMENT PLANS

Revises the previous PEA related to environment and adds the promotion of consistency between transportation improvements and State and local planned growth and economic development patterns.

The 2030 Long Range Transportation Plan adopted by the MPO in April 2006 (and amended June 2007), and the annual Transportation Improvement Program are consistent with comprehensive plans, alternative transportation plans, and other relevant land use and transportation policy documents adopted by the City of Bloomington, Monroe County, and the Town of Ellettsville. The FY 2009-2010 UPWP will focus on this planning emphasis area with Work Elements #101 and #103.

TRANSPORTATION SYSTEM SECURITY

This PEA calls for the security of the transportation system as a stand-alone planning factor thereby signaling an increase in importance from prior legislation, in which security was coupled with safety in the same planning factor.

The MPO is committed to the development of an Intelligent Transportation System (ITS) Architecture in partnership with the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) that will improve transportation system efficiency, safety and security. Work Element #301 will result in a complete ITS Architecture for the Bloomington/Monroe County MPO as well as its on-going maintenance.

OPERATIONAL AND MANAGEMENT STRATEGIES

This PEA is designed to ensure that metropolitan transportation plans shall include operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

Multi-modal operational and management strategies for the Bloomington/Monroe County MPO transportation system will be addressed in the FY 2009-2010 UPWP with Work Elements #201, #202, #301, #401, #402, #501, #502, and #503.

PARTICIPATION PLAN

This PEA requires MPOs to develop and utilize a "Participation Plan" that provides reasonable opportunities for interested parties to comment on the content of the metropolitan transportation plan and metropolitan TIP.

The MPO recognizes the importance of public participation and embraces it with an extensive outreach and involvement program. The Citizens' Guide to Transportation Planning, the Citizens Advisory Committee webpage, and the MPO Citizens Advisory Committee Fact Sheet with contact information are accessible to the community, as are public meeting notifications for all MPO meetings and the 2030 Long Range Transportation Plan and the annual Transportation Improvement Program. In addition to Work Element #103, the FY 2009-2010 UPWP will use Work Elements #502 and #503 to expand public participation in alternative transportation planning initiatives.

VISUALIZATION TECHNIQUES IN PLANS AND METROPOLITAN TIP DEVELOPMENT

This PEA requires MPOs to develop and utilize visualization techniques as part of the Transportation Plan and TIP development.

The MPO currently publishes maps online and both the City of Bloomington and Monroe County have interactive mapping capabilities. The MPO intends to expand upon visualization techniques for all public documents including the 2030 Long Range Transportation Plan, the annual Transportation Improvement Program, and alternative transportation with enhanced website capabilities including the availability of aerial photo overlays through the City of Bloomington's geographic information system (GIS). This initiative to improve web based content and public contact is already underway through the City of Bloomington's Information Technology Department. Work Element #103 will be used to coordinate this effort, and it will also be integrated into any MPO activity where visualizations would prove beneficial to public users.

PUBLICATION OF PLANS AND TIP/STIP

This PEA requires MPOs to publish or otherwise make available for public review transportation plans and TIPs including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

The MPO currently publishes and will continue to publish under Work Element #103 all meeting notices, agendas, minutes, draft plans and final documents, including the annual Transportation Improvement Plan and the 2030 Long Range Transportation Plan. All information is made available for downloading in a standard Adobe Acrobat file format.

ANNUAL LISTING OF OBLIGATED PROJECTS

This PEA requires MPOs to develop a cooperative effort of the State, transit operator, and MPO to provide an annual listing of investments in pedestrian walkways and bicycle transportation facilities for which Federal funds have been obligated in the preceding year as well as all other obligated projects.

The MPO will include an annual listing of all obligated federal transportation funded projects in the development of the annual Transportation Improvement Program (Work Element #201) and maintain publication of the document on its website (Work Element #103).

CONGESTION MANAGEMENT PROCESS IN TRANSPORTATION MANAGEMENT AREAS (TMAs)

Within a metropolitan planning area serving a TMA, there must be "a process that provides for effective management and operation" to address congestion management. This provision is similar to the ISTEA/TEA-21 requirement for a Congestion Management System (CMS) to be developed and implemented in TMAs. Each TMA (with input from the FHWA Division Offices and FTA Regional Offices) should assess the extent that the TMA's existing CMS meets the new statutory requirements for a congestion management process under amended 23 U.S.C. 134(k)(3) and 49 U.S.C. 5303(k)(3) and define a plan and schedule to implement this process. Consistent with previous FHWA/FTA guidance, the phase-in schedule for this provision in newly designated TMAs is 18 months after the identification of a TMA.

The Bloomington/Monroe County MPO is not currently defined as a Transportation Management Area nor is it likely to be so identified within the near future. Regardless, the MPO will employ a variety of Work Elements (#202, #301, #302, #401, #501, #502, and #503) to address congestion issues in the urbanized area.

COORDINATED HUMAN SERVICES PUBLIC TRANSIT TRANSPORTATION PLAN

As a condition for receiving formula funding under the following 3 FTA programs, proposed projects must be derived from a locally developed human services public transit transportation plan: (1) Special Needs of Elderly Individuals and Individuals with Disabilities [49 U.S.C. 5310(d)(2)(B)(i) and (ii)]; (2) Job Access and Reverse Commute [49 U.S.C. 5316(g)(3)(A) and (B)]; and (3) New Freedom [49 U.S.C. 5317(f)(3)(A) and (B)]. The plan must have been developed through a process that included representatives of public, private, and non profit transportation and human services providers, as well as the public. This new requirement reinforces the broadened list of entities to be involved in the MPO's Participation Plan (23 U.S.C. 134 (i)(5)(A) and 49 U.S.C. 5303 (i)(5)(A)), as described above. In preparing the local public transit-human service transportation plans, service providers seeking assistance under these programs should ensure full coordination with the applicable metropolitan and statewide planning processes.

The Bloomington/Monroe County MPO has completed and adopted a Coordinated Human Services Public Transit Transportation Plan for the Metropolitan Planning Area. Under Work Element #503 of the FY 2009-2010 UPWP, the MPO will continue to maintain and update the Plan as needed, and will provide assistance to transportation and service providers that are pursuing grant funds to implement projects listed in the Plan.

FISCAL CONSTRAINT

This PEA requires that revenues in transportation planning and programming (Federal, State, local, and private) are identified and are reasonably expected to be available to implement the metropolitan long range transportation plan and STIP/TIP, while providing for the operation and maintenance of the existing highway and transit systems.

The adopted Year 2030 Long Range Transportation Plan lists a comprehensive set of multi-modal transportation projects that are fiscally constrained with projected revenue receipts from federal, state, local and private sources. The Plan also highlights a forecast for local highway operating and maintenance costs for the existing transportation system. The 2035 Long Range Transportation Plan to be initiated under Work Element #301 will maintain fiscal constraint as required. The annual MPO TIP to be completed under Work Element #201 will continue to identify a fiscally constrained program of projects for the urbanized area.

HIGHWAY PERFORMANCE MONITORING SYSTEMS (HPMS)

In cooperation with Indiana MPO Council, all MPOs will participate in the collection, analysis, and reporting of HPMS data to assist FHWA and INDOT in maintaining traffic data that is reported in the annual INDOT HPMS database submittal.

The Bloomington/Monroe County MPO will count one-third of all local HPMS locations in FY 2009 and FY 2010 along with 150 coverage counts as noted in Work Element #401. The MPO has a long-standing cooperative partnership program with the Indiana Department of Transportation to collect, analyze, and report HPMS data for the urbanized area. This effort will continue and will be further refined in FY 2009-2010 with additional quality assurance verifications recommended by the FHWA as noted in Work Element #401.

AIR QUALITY CONFORMITY

MPOs located in non-attainment/maintenance areas must continue working with the Indiana Department of Environmental Management (IDEM) as State Implementation Plans are developed and mobile budgets are established.

The Bloomington urbanized area is designated as an “attainment” area for air quality and is therefore not subject to the stipulations of this planning emphasis area. Nevertheless, the MPO will continue to work with IDEM as required under Work Element #101.

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Bloomington/Monroe County MPO Structure and Administration For Fiscal Years 2009-2010 (July 1, 2008 through June 30, 2010)

INTRODUCTION

In March 1982, the Governor of the State of Indiana designated the City of Bloomington Plan Commission as the Metropolitan Planning Organization (MPO) for the Bloomington urbanized area. The MPO is responsible for ensuring that the Bloomington urbanized area has a continuing, cooperative, and comprehensive (3-C) transportation planning process. The 3-C planning process is outlined in the urban planning regulations jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on September 17, 1975, as amended on June 30, 1983.

Federal transportation policy and programs relating to MPO's are guided by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA – LU), which was signed into law in 2005. This legislation updates Titles 23 and 49 of the United States Code (U.S.C.) and builds on the major changes made to Federal transportation policy and programs addressed in the Transportation Equity Act for the 21st Century (TEA-21). Federal certification of the 3-C planning process is a prerequisite for obtaining approval of any subsequent transportation improvement projects, which are to be funded by the FHWA and/or FTA.

One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP), which describes all planning activities that are anticipated in the urbanized area over the next programming year. The UPWP also documents the work that will be performed with federal planning funds.

The FY 2009-2010 UPWP is intended to satisfy the Bloomington metropolitan planning area's work program requirement for the Fiscal Years 2009 and 2010 (July 1, 2008 to June 30, 2010). It is entitled, and shall hereafter be referred to as the FY 2009-2010 Unified Planning Work Program.

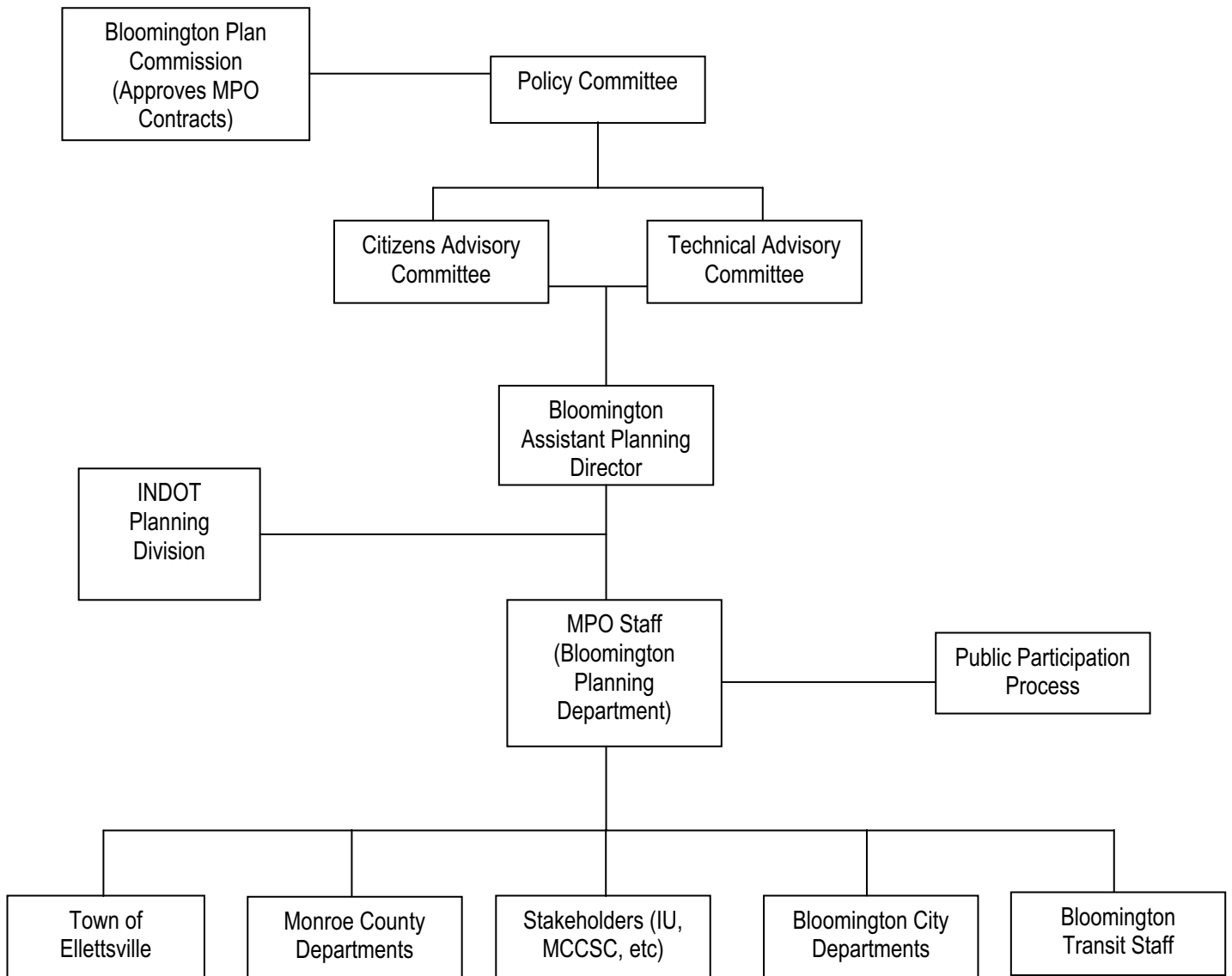
MPO STRUCTURE

The Bloomington/Monroe County MPO is an organization consisting of a three-part intergovernmental steering committee, the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning Department as the lead staff agency.

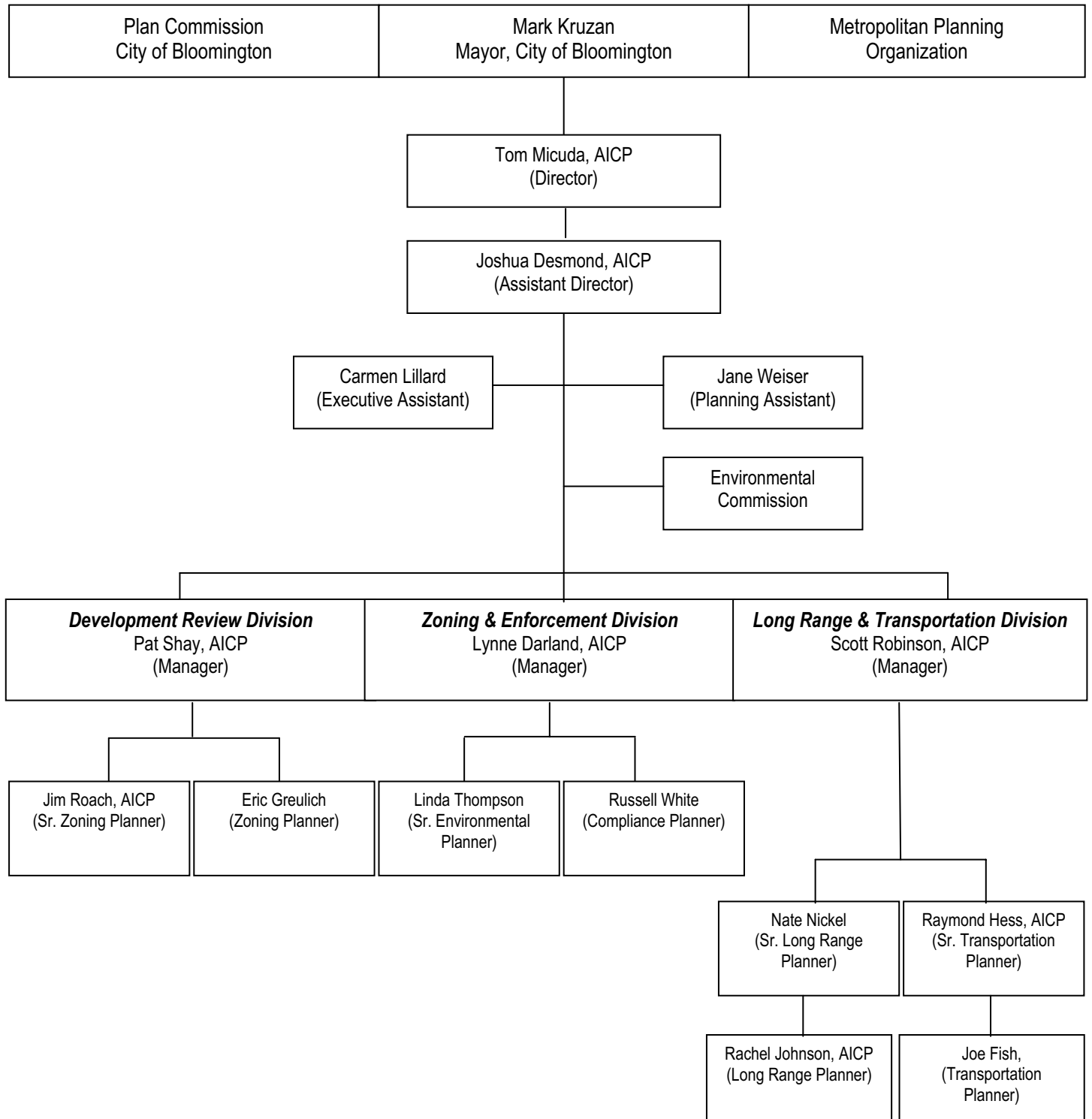
The three-part intergovernmental steering committee is made up of a Policy Committee (PC) which acts as the decision-making body for the MPO, a Technical Advisory Committee (TAC), and a Citizens Advisory Committee (CAC). This arrangement effectively provides for close communication between key policy/decision makers, the technical planning staff, and citizen representatives. In addition, the MPO Staff maintains close working relationships with City of Bloomington, Monroe County, and the Town of Ellettsville departments and agencies, Bloomington Public Transportation Corporation, Indiana University, Monroe County and Richland Bean Blossom Community School Corporations, the Indiana Department of Transportation (INDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

The following pages document the MPO Committee organization structure, the MPO staff organization structure, and the composition of the three MPO committees.

Bloomington/Monroe County MPO Organizational Chart



City of Bloomington Planning Department Organizational Chart



Bloomington/Monroe County MPO Committee Composition

POLICY COMMITTEE

| Name | Title | Representing |
|----------------------------------|---------------------------------------|---|
| Kent McDaniel (<i>Chair</i>) | Board of Directors Member | Bloomington Public Transportation Corporation |
| Lynn Coyne (<i>Vice Chair</i>) | Director, Real Estate Department | Indiana University |
| Mark Kruzan | Mayor | City of Bloomington |
| Andy Ruff | Common Council Member | City of Bloomington |
| Bill Steube | President, Plan Commission | City of Bloomington |
| Susie Johnson | Director, Public Works Department | City of Bloomington |
| Iris Kiesling | President, County Commissioners | Monroe County |
| Sophia Travis | County Council Member | Monroe County |
| Jerry Pittsford | President, Plan Commission | Monroe County |
| Bill Williams | Director, Highway Department | Monroe County |
| Dan Swafford | Town Council President | Town of Ellettsville |
| Jack Baker | Chair, Citizens Advisory Committee | Citizens Advisory Committee |
| Bob Williams | Deputy Commissioner, Seymour District | Indiana Department of Transportation |
| Marisol Simon | Administrator, Region V | Federal Transit Administration (non-voting) |
| Bob Tally | Administrator, Indiana Division | Federal Highway Administration (non-voting) |

TECHNICAL ADVISORY COMMITTEE

| Name | Title | Representing |
|----------------------------------|--|---|
| Jane Fleig (<i>Vice Chair</i>) | Assistant Engineer, Utilities Department | City of Bloomington |
| Adrian Reid | City Engineer | City of Bloomington |
| Lew May | General Manager | Bloomington Transit |
| Patrick Murray | Vice Chair, Citizens Advisory Committee | Citizens Advisory Committee |
| Toni McClure | Deputy Director, Public Works Department | City of Bloomington |
| Dave Williams | Director of Operations, Parks & Recreation Dept. | City of Bloomington |
| Tom Micuda | Director, Planning Department | City of Bloomington |
| Susan Clark | Controller | City of Bloomington |
| Laura Haley | GIS Coordinator | City of Bloomington |
| Bobby Chesnut | Street Commissioner | City of Bloomington |
| Sandy Newmann | Auditor | Monroe County |
| Chuck Stephenson | Administrator, Parks & Recreation Dept. | Monroe County |
| Gregg Zody | Director, Planning Department | Monroe County |
| Philip Bernard | GIS Coordinator | Monroe County |
| S. Bruce Payton | Executive Director, Monroe County Airport | Monroe County Airport |
| John Carter | Transportation Director | Monroe County Community Schools Corp. |
| Steven Kain | Superintendent | Richland-Bean Blossom Community Schools Corp. |
| Jewell Echelbarger | Manager | Rural Transit |
| Mike Cornman | Street Department | Town of Ellettsville |
| Frank Nierzwicki | Director, Planning Services | Town of Ellettsville |
| Perry Maull | Operations Director, IU Transportation | Indiana University |
| John Collison | Highway Department Assistant Director | Monroe County |
| Jim Ude | District Planning & Programming Director | Indiana Department of Transportation (non-voting) |
| Emanuel Nsonwu | Urban and MPO Planning Representative | Indiana Department of Transportation (non-voting) |
| Brian Jones | Project Manager | Indiana Department of Transportation (non-voting) |
| Larry Heil | Indiana Division | Federal Highway Administration (non-voting) |

CITIZENS ADVISORY COMMITTEE

| Name | Representing |
|--------------------------------------|--|
| Jack Baker (<i>Chair</i>) | McDoel Gardens Neighborhood |
| Patrick Murray (<i>Vice Chair</i>) | Prospect Hill Neighborhood |
| Ed Bitner | Town of Ellettsville |
| Buff Brown | Traffic Commission/BTOP |
| Eve Corrigan | Citizen/BTOP |
| Elizabeth Cox-Ash | McDoel Gardens Neighborhood |
| Kate Cruikshank | South Griffy Neighborhood |
| James Delpha | McDoel Gardens Neighborhood |
| Steve Forrest | Bryan Park Neighborhood/BTOP |
| Bill Hayden | Bloomington Bike Project |
| Douglas Horn | Old Northeast Neighborhood |
| John Kehrberg | County Citizen |
| John McCrary | Indiana Department of Transportation |
| Ted Miller | Citizen |
| Charles Newmann | County Council/Monroe County Farm Bureau |
| Yvette Rollins | Indiana Horse Council |
| Sarah Ryterband | Prospect Hill Neighborhood |
| Steve Smith | Bloomington Economic Development Comm. |
| Jerry Stasny | Old Northeast Neighborhood Assoc. |
| Christy A. Steele | Greater Bloomington Chamber of Commerce |
| David Walter | Sixth & Ritter Neighborhood Association/BRI/CONA |
| Natalie Wrubel | League of Women Voters |

MPO STAFF

| Name | Position |
|----------------------|-----------------------------------|
| Joshua Desmond, AICP | MPO Director |
| Scott Robinson, AICP | Long Range/Transportation Manager |
| Raymond Hess, AICP | Senior Transportation Planner |
| Joe Fish | Transportation Planner |

Fiscal Year 2009-2010 UPWP Funding Summary

FISCAL YEAR 2009-2010 MPO BUDGET

The Bloomington/Monroe County MPO has an estimated \$457,588.00 available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2009 through 2010. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of \$114,397.00 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2009-2010 UPWP is \$571,985.00. This budget is split between the two Fiscal Years, with \$421,985.00 allocated to FY 2009 and \$150,000 allocated to FY 2010. Further, that FY 2009 budget includes \$60,000 of STP funding that has been earmarked for use in the TIP, and which is explained in greater detail under Work Element #202.

FUND USE BY MATCHING AGENCY

The table below provides a breakdown of FY 2009-2010 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent MPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). More detailed breakdowns of each work element are provided in later sections of this document.

| Work Element | MPO | Bloomington Transit | Consultants/Supplies | Total |
|---|---------------|---------------------|----------------------|---------------|
| Comprehensive Planning Coordination & Outreach Program | | | | |
| 101 | \$ 67,035.00 | \$ - | \$ - | \$ 67,035.00 |
| 102 | \$ 7,500.00 | \$ - | \$ 5,000.00 | \$ 12,500.00 |
| 103 | \$ 24,500.00 | \$ - | \$ 500.00 | \$ 25,000.00 |
| Short Range Transportation Planning Program | | | | |
| 201 | \$ 23,000.00 | \$ - | \$ - | \$ 23,000.00 |
| 202 | \$ 12,500.00 | \$ - | \$ 120,000.00 | \$ 132,500.00 |
| Long Range Transportation Planning Program | | | | |
| 301 | \$ 39,500.00 | \$ - | \$ 100,000.00 | \$ 139,500.00 |
| Technical Program | | | | |
| 401 | \$ 13,500.00 | \$ - | \$ 45,000.00 | \$ 58,500.00 |
| 402 | \$ - | \$ - | \$ 52,000.00 | \$ 52,000.00 |
| Alternative Transportation Planning Program | | | | |
| 501 | \$ 5,000.00 | \$ 2,000.00 | \$ 3,000.00 | \$ 10,000.00 |
| 502 | \$ 15,750.00 | \$ 25,000.00 | \$ 500.00 | \$ 41,250.00 |
| 503 | \$ 10,700.00 | \$ - | \$ - | \$ 10,700.00 |
| TOTAL | \$ 218,985.00 | \$ 27,000.00 | \$ 326,000.00 | \$ 571,985.00 |

OBJECT CLASS BUDGET BY FUNDING SOURCE

The table below provides a breakdown of FY 2009-2010 funding allocations by object class and funding source. Fringe and Indirect expenses are calculated based on the rates provided in the FY 2009 Cost Allocation Plan. As with the previous table, funding allocations for MPO Staff, Bloomington Transit, and Consultants/Other are separated for illustrative purposes. Please refer to the individual work element sections later in this document for further details on each category.

| Object Class | Federal Funds | Local Match | Total |
|----------------------------|----------------------|----------------------|----------------------|
| Direct Chargeable Salary | \$ 98,420.22 | \$ 24,605.06 | \$ 123,025.28 |
| Fringe Expenses (61.76%) | \$ 60,784.33 | \$ 15,196.08 | \$ 75,980.41 |
| Indirect Expenses (16.24%) | \$ 15,983.44 | \$ 3,995.86 | \$ 19,979.31 |
| Bloomington Transit | \$ 21,600.00 | \$ 5,400.00 | \$ 27,000.00 |
| Consultants/Supplies | \$ 260,800.00 | \$ 65,200.00 | \$ 326,000.00 |
| TOTAL | \$ 457,588.00 | \$ 114,397.00 | \$ 571,985.00 |

SUMMARY BUDGET BY FUNDING SOURCE

The table below provides a summary of the FY 2009-2010 budget for each of the work elements in the Unified Planning Work Program. The federal funding/local match split for each work element is highlighted here. As illustrated in this summary table, the FY 2009-2010 funding allocations fall within the total available funding noted previously.

| Work Element | Federal Funds | Local Match | Total |
|---|----------------------|----------------------|----------------------|
| Comprehensive Planning Coordination & Outreach Program | | | |
| 101 | \$ 53,628.00 | \$ 13,407.00 | \$ 67,035.00 |
| 102 | \$ 10,000.00 | \$ 2,500.00 | \$ 12,500.00 |
| 103 | \$ 20,000.00 | \$ 5,000.00 | \$ 25,000.00 |
| Short Range Transportation Planning Program | | | |
| 201 | \$ 18,400.00 | \$ 4,600.00 | \$ 23,000.00 |
| 202 | \$ 106,000.00 | \$ 26,500.00 | \$ 132,500.00 |
| Long Range Transportation Planning Program | | | |
| 301 | \$ 111,600.00 | \$ 27,900.00 | \$ 139,500.00 |
| Technical Program | | | |
| 401 | \$ 46,800.00 | \$ 11,700.00 | \$ 58,500.00 |
| 402 | \$ 41,600.00 | \$ 10,400.00 | \$ 52,000.00 |
| Alternative Transportation Planning Program | | | |
| 501 | \$ 8,000.00 | \$ 2,000.00 | \$ 10,000.00 |
| 502 | \$ 33,000.00 | \$ 8,250.00 | \$ 41,250.00 |
| 503 | \$ 8,560.00 | \$ 2,140.00 | \$ 10,700.00 |
| TOTAL | \$ 457,588.00 | \$ 114,397.00 | \$ 571,985.00 |

CONTRACT SERVICE AGREEMENTS

The Bloomington/Monroe County Metropolitan Planning Organization will enter into Contract Service Agreements (CSA) with the City of Bloomington Public Works Department (and all of its divisions), the Town of Ellettsville, and the Monroe County Planning and Highway Departments in order to accomplish several of the work elements outlined in this UPWP. Each CSA will provide a mechanism for coordination and ensure that the duplication of transportation planning services is minimized. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will be approved by the Policy Committee. Each non-MPO government entity entering into a CSA with the MPO is responsible for providing all costs detailed within a CSA and will be reimbursed up to a maximum of 80% of federal aid eligible costs.

Comprehensive Planning Coordination & Outreach

101 TRANSPORTATION PLANNING COORDINATION

(A) Intergovernmental Coordination

Work to be conducted under this element will include all activities associated with administering the MPO Policy Committee, the MPO Technical Advisory Committee, and daily MPO administrative activities with FHWA and INDOT. Meetings of the MPO Policy Committee and Technical Advisory Committee occur on a monthly basis. Activities that can be anticipated in association with these committees include the preparation of information packets for each meeting, clerical support activities, and documentation of such meetings. All meetings will be open to attendance from the public and the preparation of proper meeting notifications will be included under this work element.

Responsible Agency and End Product(s):

- (1) MPO Staff to conduct at least 8 MPO Policy Committee meetings.
 - (a) Publish and distribute agendas, minutes, and support material
- (2) MPO Staff to conduct at least 10 MPO Technical Advisory Committee meetings.
 - (a) Publish and distribute agendas, minutes, and support material
- (3) MPO Staff to attend 2 Program Development Progress (PDP) meetings with the INDOT Seymour District Office.
 - (a) Attend at least 2 PDP meetings

(B) Unified Planning Work Program

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the urban transportation planning process. The UPWP describes all planning activities that are anticipated in the MPO study area over the next fiscal year, and documents the work that will be performed with federal planning monies and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal to be used in determining billing rates for MPO staff.

Responsible Agency and End Product(s):

- (1) MPO Staff to conduct coordination technical review meetings with FHWA, INDOT, and local stakeholders to develop the annual Fiscal Year Unified Planning Work Program.
 - (a) FY 2010 Unified Planning Work Program (UPWP)
- (2) MPO Staff to develop and update the Cost Allocation Plan as part of the UPWP.
 - (a) FY 2010 Cost Allocation Plan (CAP)
- (3) MPO Staff to prepare and submit an Annual Completion Report to INDOT.
 - (a) FY 2008 Annual Completion Report
- (4) MPO Staff to prepare and submit an annual Self Certification Review Statement to INDOT/FHWA/FTA representatives.
 - (a) FY 2010 Annual Self Certification Review Statement

(C) Planning Grant Administration

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2009-2010 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2009-2010 UPWP will be provided to the Policy Committee and to the member agencies to update the progress of all MPO activities that have occurred towards completion of the UPWP.

Responsible Agency and End Product(s):

- (1) MPO Staff to prepare and submit quarterly progress reports to INDOT for review.
 - (a) Quarterly Progress Report
- (2) MPO Staff to prepare and submit quarterly billing statements to INDOT for reimbursement processing.
 - (a) Quarterly Billing Statements

(D) Indiana MPO Council

The fourteen (14) Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association that meets monthly (MPO Council) to discuss and act on matters of mutual interest. The monthly Indiana MPO Council meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA.

Responsible Agency and End Product(s):

- (1) MPO Staff to attend 12 MPO Council monthly meetings in Indianapolis.

| 101 | | | | | |
|------------------------------------|-------------------------------------|--------------------|-------------|---------|-------------|
| Task | | Responsible Agency | FY 2009 | FY 2010 | Total Cost |
| (A) Intergovernmental Coordination | | | | | |
| | Policy Committee | MPO | \$33,935.00 | \$0.00 | \$33,935.00 |
| | Technical Advisory Committee | MPO | | | |
| | Coord. Mtgs. w/Seymour District | MPO | | | |
| (B) Unified Planning Work Program | | | | | |
| | UPWP | MPO | \$20,500.00 | \$0.00 | \$20,500.00 |
| | CAP | MPO | | | |
| | Annual Self-Certification Statement | MPO | | | |
| | Annual Completion Report | MPO | | | |
| (C) Planning Grant Administration | | | | | |
| | Quarterly Billing Statements | MPO | \$6,800.00 | \$0.00 | \$6,800.00 |
| | Quarterly Progress Reports | MPO | | | |
| (D) Indiana MPO Council | | | | | |
| | MPO Council Meetings | MPO | \$5,800.00 | \$0.00 | \$5,800.00 |
| TOTAL | | | \$67,035.00 | \$0.00 | \$67,035.00 |

102 TRAINING & PROFESSIONAL DEVELOPMENT

(A) Staff Training, Education, and Technical Needs

The continuous development of MPO staff expertise will occur through attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training, including TransCAD. These educational tools are essential for the professional development of all MPO staff and to bring about knowledge of regional and national best practice transportation planning topics.

Responsible Agency and End Product(s):

- (1) MPO Staff to attend TransCAD training and renew annual TransCAD license.
- (2) MPO Staff to attend the annual Purdue Road School.
- (3) MPO Staff to attend annual Indiana MPO Conference.

| 102 | | | | | |
|---|-------------------|--------------------|-------------|---------|-------------|
| Task | | Responsible Agency | FY 2009 | FY 2010 | Total Cost |
| (A) Training & Professional Development | | | | | |
| | TransCAD Training | MPO | \$12,500.00 | \$0.00 | \$12,500.00 |
| | Road School | MPO | | | |
| | MPO Conference | MPO | | | |
| TOTAL | | | \$12,500.00 | \$0.00 | \$12,500.00 |

103 PUBLIC PARTICIPATION COORDINATION

(A) Citizens Advisory Committee

The 1982 charter of the Bloomington/Monroe County MPO established a Citizens Advisory Committee (CAC) to solicit citizen input into the transportation planning process. Monthly meetings with the CAC provide an avenue for obtaining public input for Policy Committee deliberation on transportation issues. The CAC membership for the Bloomington/Monroe County MPO consists of volunteer representatives from community organizations, professional associations, neighborhood associations, and the private sector.

Responsible Agency and End Product(s):

- (1) MPO Staff to provide staff support and administrative coordination for 10-12 CAC monthly meetings on topics including the UPWP, TIP, Long Range Transportation Plan, Annual Crash Report, Public Participation Process, and other MPO related topics or documents.
 - (a) Publish and distribute agendas, minutes, and support material

(B) Web Site Administration

The MPO web site is a subsection of the City of Bloomington web site and provides the MPO with a significant point of public communication and interaction. Citizens, businesses, and other local community members can access and download reports, data, updates, and other information related to the functions of the MPO in addition to the traditional forms of correspondence that are offered by the staff.

Responsible Agency and End Product(s):

- (1) On-going development and maintenance of the MPO Web Site.
 - (a) MPO Staff to post MPO Policy/Technical/Citizen Advisory Committee agendas, minutes, and draft MPO documents on-line
 - (b) MPO Staff to post technical traffic count information
 - (c) MPO Staff to post adopted MPO documents

(C) Public Participation Process

The MPO recently adopted a revised Public Participation Process that is SAFETEA-LU compliant, including maintaining compliance with the Environmental Justice considerations initiated under Executive Order 12898 on February 11, 1994. In addition, staff and the CAC have jointly produced a brochure that provides citizens with an overview of the MPO and methods of participating in its work. This brochure and the policies of the PPP will be used to recruit, retain, and involve interested citizens within the MPO area.

Responsible Agency and End Product(s):

- (1) MPO Staff to implement all procedures required to ensure compliance with the MPO's Public Participation Process.
 - (a) Public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper.
- (2) MPO Staff continue development of recruitment tools to increase public participation in the MPO
 - (a) Further development and distribution of new MPO informational brochure.

| 103 | | | | | |
|--------------|--|--------------------|--------------------|---------------|--------------------|
| Task | | Responsible Agency | FY 2009 | FY 2010 | Total Cost |
| (A) | Citizens Advisory Committee | | | | |
| | <i>Citizens Advisory Committee</i> | MPO | \$13,000.00 | \$0.00 | \$13,000.00 |
| (B) | Web Site Administration | | | | |
| | <i>Web Site Administration</i> | MPO | \$4,500.00 | \$0.00 | \$4,500.00 |
| (C) | Public Participation Process | | | | |
| | <i>PPP Management & Compliance</i> | MPO | \$7,500.00 | \$0.00 | \$7,500.00 |
| TOTAL | | | \$25,000.00 | \$0.00 | \$25,000.00 |

Short Range Transportation Planning

201 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

(A) Transportation Improvement Program

The development of a Transportation Improvement Program (TIP) is a U.S. Department of Transportation requirement for MPOs that intend to implement projects with funds from the Federal Highway Administration and the Federal Transit Administration. All federal-aid projects must be included in the TIP, and the adopted program of projects must be fiscally constrained for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) prepared by the Indiana Department of Transportation (INDOT).

Responsible Agency and End Product(s):

- (1) MPO Staff to review project requests from local entities for inclusion in the TIP for consistency with the 2030 Long Range Transportation Plan and other MPO policy documents. Interagency coordination will result in the development and production of the annual TIP document.
 - (a) FY 2010 – 2013 Transportation Improvement Program
- (2) MPO Staff to administer the on-going implementation of TIP projects through coordination with LPAs, management of the local Change Order Process, and management of the TIP amendment process as needed.
- (3) MPO Staff to provide assistance and coordination for Federal-aid application submissions by local planning agencies.

(B) Highway Safety Improvement Program Administration

By the beginning of Fiscal Year 2009, MPO staff will have established a local Highway Safety Improvement Program (HSIP) in compliance with SAFETEA-LU and directives of INDOT. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and HSIP funding will be awarded depending on project compliance with HSIP selection criteria.

Responsible Agency and End Product(s):

- (1) MPO Staff to coordinate with local agencies on the solicitation and selection of candidate projects eligible for HSIP grant funds and for inclusion in the Transportation Improvement Program.

(C) TIP Project Coordination

The MPO staff will attend monthly meetings with the City of Bloomington Projects Team, made up of representatives from various City of Bloomington departments, for the purposes of transportation project management and coordination. All current projects are to be examined for action to date, current status summary, next action steps, timelines, and public involvement/coordination issues.

Responsible Agency and End Product(s):

- (1) MPO Administrative Staff to attend twelve (12) monthly City Projects Team meetings for interagency coordination and participation.

| 201 | | | | | |
|-------|--|--------------------|-------------|---------|-------------|
| Task | | Responsible Agency | FY 2009 | FY 2010 | Total Cost |
| (A) | Transportation Improvement Program (TIP) | | | | |
| | FY 2009-2012 TIP | MPO | \$15,000.00 | \$0.00 | \$15,000.00 |
| | TIP Administration/Amendments | MPO | | | |
| | Federal Aid Application Coordination | MPO | | | |
| (B) | HSIP Administration | | | | |
| | Project Solicitation & Selection | MPO | \$4,000.00 | \$0.00 | \$4,000.00 |
| (C) | TIP Project Coordination | | | | |
| | City Projects Team | MPO | \$4,000.00 | \$0.00 | \$4,000.00 |
| TOTAL | | | \$23,000.00 | \$0.00 | \$23,000.00 |

202 SHORT RANGE TRANSPORTATION STUDIES

(A) North Campus Area Study

East-west connectivity through the northern portion of the Indiana University campus (roughly, the 10th/14th street corridors) has long been identified as a local transportation challenge. Movement within campus, movement between points east and west of campus, and the operation of local transit routes are all made difficult due to limited east-west connectivity. The University seeks to undertake, in partnership with the MPO and the City of Bloomington, a feasibility study that would identify potential solutions for this issue. The study would evaluate current and future transportation conditions and make recommendations for improvements that would address mobility issues within the study area. The Federal funding component of this project (\$60,000) will be paid for with STP funding that has been earmarked in the FY 2009-2012 TIP.

Responsible Agency and End Product(s):

- (1) MPO Staff, City of Bloomington Public Works Department, Indiana University and a private consultant to conduct a Feasibility Study for east-west connectivity through the northern portion of the Indiana University campus.
 - (a) North Campus Area Study

(B) West 2nd Street Feasibility Study

During Fiscal Year 2007, the Bloomington/Monroe County MPO partnered with the City of Bloomington to begin the West 2nd Street Feasibility Study. This study focused on West 2nd Street, between Walnut Street and Landmark Avenue, within the City of Bloomington. Major issues facing this corridor include significant traffic congestion, access management, and lack of facilities for alternative modes of transportation. This corridor has been identified in the 2030 Long Range Transportation Plan as a future improvement project. The Feasibility Study will better define the design specifications for that future improvement project, allowing for the implementation process to progress. Work on the Study was slowed down during Fiscal Year 2008 in order to assess the impact of traffic signal timing adjustments on the study area. The City has indicated its intention to complete the initial study during Fiscal Year 2009, and potentially incorporate new Context Sensitive Solutions elements as an add-on during Fiscal Year 2010.

Responsible Agency and End Product(s):

- (1) MPO Staff, City of Bloomington Public Works Department, and a private consultant to conduct a Feasibility Study for West 2nd Street from Walnut Street to Landmark Avenue.
 - (a) West 2nd Street Feasibility Study
 - (b) Addition of Context Sensitive Solutions components to original study

(C) CAC/Student Assisted Study

In previous years, the MPO Citizens Advisory Committee has worked with student groups from the Rose-Hulman Institute of Technology to complete studies of the Rogers Street Corridor as well as the 10th/14th Street Corridor through the Indiana University Campus. These studies provided the students with real-world project experience while assisting the MPO in addressing key transportation challenges in the community. The CAC wishes to undertake a similar such project during the coming fiscal year, and would like to seek student assistance from either RHIT or Ball State University. The specific study area for this project will be determined in conjunction with the CAC membership.

Responsible Agency and End Product(s):

- (1) MPO Staff, Citizens Advisory Committee, and college student group to produce a transportation study for a selected corridor in the MPO area.

| 202 | | | | | |
|-------|-----------------------------------|--------------------|-------------|-------------|--------------|
| Task | | Responsible Agency | FY 2009 | FY 2010 | Total Cost |
| (A) | North Campus Area Study | | | | |
| | North Campus Area Study | MPO | \$8,000.00 | \$0.00 | \$8,000.00 |
| | | IU/COB/Consultant | \$75,000.00 | \$0.00 | \$75,000.00 |
| (B) | West 2nd Street Feasibility Study | | | | |
| | West 2nd Street Feasibility Study | MPO/COB | \$10,000.00 | \$35,000.00 | \$45,000.00 |
| (C) | CAC/Student-Assisted Study | | | | |
| | CAC/Student-Assisted Study | MPO | \$4,500.00 | \$0.00 | \$4,500.00 |
| TOTAL | | | \$22,500.00 | \$35,000.00 | \$132,500.00 |

Long Range Transportation Planning

301 LONG RANGE PLANNING

(A) 2035 Long Range Transportation Plan

Federal requirements mandate that the Long Range Transportation Plan maintain a 25-year time horizon. The MPO will therefore be required to update the existing LRTP to create a 2035 Long Range Transportation Plan by the end of Fiscal Year 2010 in order to meet that standard. Due to the scope and significance of such a project, MPO staff intends to begin the update process during FY 2009 and complete it in FY 2010 to ensure that enough time is provided to produce it. The update procedure will include a complete update of the Travel Demand Model as well as a thorough public involvement process. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the MPO. Funding has been allocated over the next two fiscal years to provide for consultant assistance with technical analysis (primarily modeling support) as well as for MPO staff time spent in developing the overall Plan.

Responsible Agency and End Product(s):

- (1) MPO Staff, with consultant assistance for Travel Demand Model updates, to develop the 2035 Long Range Transportation Plan (completion by end of FY 2010).

(B) ITS Architecture Maintenance

A group of technologies, known collectively as Intelligent Transportation Systems, or ITS, is being developed in urban areas throughout the world to improve transportation system efficiency, safety, and security. ITS uses a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. Through an evaluation and integration process with the transportation system, the Bloomington/Monroe County Urban Area can improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment. The Bloomington/Monroe County MPO will complete its initial ITS Architecture by the end of Fiscal Year 2008. In Fiscal Year 2009, continued updates and revisions will be made to ensure that the Architecture remains current and accounts for changes and improvements in the transportation network. Staff will also assist local entities with the implementation of ITS projects as detailed in the ITS Architecture.

Responsible Agency and End Product(s):

- (1) MPO Staff to maintain and update the established Intelligent Transportation Systems (ITS) architecture. The assessment will target and implement specific ITS architecture improvements for future roadway improvements within the TIP.
 - (a) FY 2009 ITS Architecture

| 301 | | | | | |
|--|-------------------------------------|--------------------|-------------|-------------|--------------|
| Task | | Responsible Agency | FY 2009 | FY 2010 | Total Cost |
| (A) 2035 Long Range Transportation Plan | | | | | |
| | 2035 Long Range Transportation Plan | MPO | \$13,500.00 | \$21,000.00 | \$34,500.00 |
| | | Consultant | \$40,000.00 | \$60,000.00 | \$100,000.00 |
| (B) Intelligent Transportation Systems (ITS) | | | | | |
| | ITS Architecture Maintenance | MPO | \$5,000.00 | \$0.00 | \$5,000.00 |
| TOTAL | | | \$58,500.00 | \$81,000.00 | \$139,500.00 |

Technical Activities

401 VEHICULAR DATA COLLECTION

(A) Traffic Volume Counting

The MPO staff, in conjunction with Bloomington Engineering, Monroe County Engineering, and the Town of Ellettsville, will conduct vehicular volume counts within the Metropolitan Planning Area (MPA) for arterial and collector streets/roads on a rotational cycle that will provide complete coverage of the MPO's functionally classified roadway network. Details of the specific counting requirements will be available in the Traffic Counting Manual. In addition to the above-mentioned counts, provisions need to be made to allow for special counts to be conducted upon the request of local entities to assist with engineering alternatives analysis and design decisions. Specifically, information may be needed to conduct traffic control warrant studies, traffic calming requests, safety examinations, development petition reviews, and corridor studies.

Responsible Agency and End Product(s):

- (1) MPO Staff will update the Traffic Counting Manual for the Bloomington/Monroe County MPO and will further direct the allocation of staff time and departmental budgets for this program. Guidelines will be established to identify future needs for supplies and equipment to aid with funding allocations. The manual will also specify locations, quantities, and types of counts that need to be annually conducted to produce reliable estimates on Vehicle Miles of Travel (VMT) and to maintain the calibration of the 2030 Travel Demand Model.
 - (a) Revised Traffic Counting Manual
- (2) MPO Staff and the Bloomington Engineering Department will conduct annual traffic volume counts as specified in the Traffic Counting Manual. Traffic volume link and segment counts will be conducted throughout the MPO urbanized area on a rotating basis of once every three (3) years, or as requested. The traffic volume sampling program will also be used to support INDOT's HPMS data collection efforts and to continuously refine link volumes, capacities, and speeds for calibration of the MPO's travel demand forecast model.
 - (a) MPO FY 2009 Traffic Volume Report
 - (i) City of Bloomington will perform approximately 150 coverage counts
 - (ii) Town of Ellettsville will perform approximately 80 coverage counts
- (3) MPO Staff and the Bloomington Engineering Department to work toward the establishment of three-year traffic count data cycle for the functionally classified roadway network and to provide INDOT with the necessary Highway Performance Monitoring System (HPMS) data. This task will be a focus area for FY 2009 and 2010.
 - (a) Perform data quality control with INDOT's HPMS software against field survey findings
 - (b) Complete approximately one-third of the defined HPMS traffic samples for INDOT data management requests
- (4) MPO Staff and Bloomington Public Works Department to manage and maintain nine (9) permanent traffic volume counting stations (e.g., GroundHog). This information has the potential to help lay the foundation for a Travel Demand Management system with the integration of these data into traffic control devices.
 - (a) Regular maintenance and management for nine permanent GroundHog traffic volume counting stations, including phone and electric fees for their operation.

- (5) MPO Staff and Bloomington Engineering Department to purchase traffic counting equipment, software and supplies to support annual traffic counting program needs. Future supplies and equipment needs will be based upon the guidelines identified in the Traffic Counting Manual.
 - (a) Bloomington Engineering Department to purchase new counting equipment, software and supplies including but not limited to GroundHog battery replacements, GroundHog permanent traffic analyzer, Hi-Star portable traffic analyzer, replacement tubing, nails, padlocks, and other related materials necessary for the maintenance and capital replacement of traffic counting equipment.

(B) Annual Crash Report

The Bloomington/Monroe County MPO will complete an Annual Crash Report given, as the crash data helps to identify potentially hazardous intersections and corridors within the MPO study area. The identification of accident locations allows local and state jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Crash Report will also be used to determine project locations that may be eligible for funding through the MPO Highway Safety Improvement Program.

Responsible Agency and End Product(s):

- (1) MPO Staff to analyze state accident data for the development and production of an Annual Accident Report which includes vehicle, bicycle, and pedestrian accidents.
 - (a) Calendar Year 2008 Crash Report.

| 401 | | | | | |
|------------------------------------|-------------------------------------|--------------------|--------------------|-------------------|--------------------|
| Task | | Responsible Agency | FY 2009 | FY 2010 | Total Cost |
| (A) Traffic Volume Counting | | | | | |
| | Traffic Counting Manual | MPO | \$5,000.00 | \$0.00 | \$5,000.00 |
| | FY2008 Traffic Counting Report | MPO | \$4,000.00 | \$0.00 | \$4,000.00 |
| | HPMS Counts for INDOT | COB | \$8,000.00 | \$8,000.00 | \$16,000.00 |
| | Traffic Data Collection | COB | \$20,000.00 | \$0.00 | \$20,000.00 |
| | | EV | \$4,000.00 | \$0.00 | \$4,000.00 |
| | Purchase Traffic Counting Equipment | COB | \$5,000.00 | \$0.00 | \$5,000.00 |
| (B) Annual Crash Report | | | | | |
| | C.Y. 2008 Crash Report | MPO | \$4,500.00 | \$0.00 | \$4,500.00 |
| TOTAL | | | \$50,500.00 | \$8,000.00 | \$58,500.00 |

402 INFRASTRUCTURE MANAGEMENT

(A) Infrastructure Management Plan

The City of Bloomington Public Works Department and the Monroe County Engineering Department will perform work necessary to develop and maintain a comprehensive infrastructure management plan, with particular emphasis on pavement management. The infrastructure inventory will be continuously updated using an asset management software package (Cartegraph). Data on the various physical parameters such as location and the physical condition for each infrastructure module (pavement, signs, street markings, signals,) is managed by an infrastructure management software package to aid in the development of long term management plans.

Responsible Agency and End Product(s):

- (1) MPO Staff, City of Bloomington Public Works Department, Monroe County, and the Town of Ellettsville will analyze the initial assessment of current roadway pavement conditions in the urbanized area to develop the initial phase of the infrastructure management plan. Regular collection of data on existing infrastructure modules to manage and update the database used for the asset management software used to develop and produce the infrastructure management plan. Future phases of the long term management plan will include other infrastructure modules and may require the purchase of geographic positioning technology and software to assist with field data collection.
 - (a) Phase I: Long Term Management Plan/Ten-Year Pavement Management Plan
 - (b) Quarterly status report submitted with billings

| 402 | | | | | |
|------------------------------------|--------------------------------|--------------------|-------------|-------------|-------------|
| Task | | Responsible Agency | FY 2009 | FY 2010 | Total Cost |
| (A) Infrastructure Management Plan | | | | | |
| | Infrastructure Management Plan | COB | \$11,000.00 | \$11,000.00 | \$22,000.00 |
| | | MC | \$11,000.00 | \$11,000.00 | \$22,000.00 |
| | | EV | \$4,000.00 | \$4,000.00 | \$8,000.00 |
| TOTAL | | | \$26,000.00 | \$26,000.00 | \$52,000.00 |

Alternative Transportation Planning

501 TRANSIT, BICYCLE & PEDESTRIAN DATA COLLECTION

(A) Transit Ridership and Bicycle/Pedestrian Volume Counts

This work element will include the preparation of a ridership data and bicycle and pedestrian volume counts. This information, among other things, will aid in establishing annual passenger mile estimates for mass transit, will aid in estimating facilities that are under or over utilized, and will aid in the prioritization of capital improvements. In summary, the method consists of counting boarding and alighting passengers and measuring distances between stops on randomly selected bus trips each week, throughout the fiscal year. Counts to determine usage of bicycle and pedestrian facilities will also be conducted on a regular basis to gauge and determine needs.

Responsible Agency and End Product(s):

- (1) Bloomington Transit to collect operating data required for estimates of annual passenger miles. Procedures will follow FTA guidelines which describe the methodology to estimate annual passenger miles based on data from a sample of randomly selected bus trips for Bloomington Transit fixed route and demand response service.
 - (a) Annual passenger mile data estimates for Bloomington Transit fixed route and demand response service.
- (2) MPO Staff to conduct seven (7) day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. This is currently a pilot program. As the bicycle and pedestrian network continues to be built, expectations for this pilot are to mirror the #401 Traffic Volume Counting element of the UPWP.
 - (a) MPO staff report on the results of seasonal coverage counts for 3-6 facilities
- (3) MPO Staff and Bloomington Public Works Department to annually maintain, update, and develop the GIS sidewalk inventory. This inventory has been developed to identify missing sidewalk segments and to prioritize sidewalk improvement projects. Integration of a robust inventory and infrastructure management are to be implemented for a future phase of the Infrastructure Management Plan. The sidewalk inventory will incorporate sidewalk data on condition, width, and ADA compliance for integration into the asset management software.
 - (a) Sidewalk Project Prioritization Report
 - (b) Status report with integration of GIS and asset management software for sidewalk inventory data
 - (c) Status report on phase two of long term management plan: Sidewalk Condition and Assessment Inventory
- (4) MPO Staff and Bloomington Public Works Department to purchase of bicycle and pedestrian counting equipment and supplies needed to support annual bicycle and pedestrian counting needs.
 - (a) MPO Staff and Bloomington Public Works Department to purchase up to \$2000 in new counting equipment and supplies

| 501 | | | | | |
|--------------|-------------------------------------|--------------------|--------------------|---------------|--------------------|
| Task | | Responsible Agency | FY 2009 | FY 2010 | Total Cost |
| (A) | Transit Ridership/Bike & Ped Counts | | | | |
| | Annual Passenger Trip Estimates | BT | \$2,000.00 | \$0.00 | \$2,000.00 |
| | Bike/Ped Count Staff Report | MPO | \$8,000.00 | \$0.00 | \$8,000.00 |
| | Sidewalk Inventory & Assessment | MPO | | | |
| | Purchase B/P Counting Equipment | MPO | | | |
| TOTAL | | | \$10,000.00 | \$0.00 | \$10,000.00 |

502 SHORT RANGE ALTERNATIVE TRANSPORTATION PLANNING

(A) Safe Routes to School (SR2S) Program

The Bloomington/Monroe County MPO has taken a lead role in implementing the Safe Routes to School Program on the local level. A Safe Routes to School Task Force featuring representatives of local community school corporations, local governments, community groups, and other key stakeholders guides the local process. The task force works cooperatively to generate project ideas and coordinate the production of SR2S grant applications. As a result, multiple grants have been secured for local SR2S projects, and the task force has begun to focus on implementation of the grant-funded projects. MPO staff will continue to play a lead role in the local implementation of the SR2S program by coordinating SR2S Task Force meetings, assisting with the production of grant applications, and helping local jurisdictions implement any SR2S grants that are awarded.

Responsible Agency and End Product(s):

- (1) MPO Staff to manage the Safe Routes to School Task Force that will be responsible for annual project identification and implementation of Safe Routes to School grant proposals and awards. Staff will coordinate regular meetings of the Task Force or its subcommittees as needed and provide logistical support to the Task Force or its subcommittees for project implementation.
 - (a) Safe Routes to School grant submittals for infrastructure and non-infrastructure projects

(B) Bicycle and Pedestrian Project Coordination

In conjunction with the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC), MPO staff will continue to build upon safety/awareness efforts that will promote and encourage bicycle and pedestrian activities as viable modes of transportation.

Responsible Agency and End Product(s):

- (1) MPO Staff to attend regular monthly meetings of the Bloomington Bicycle and Pedestrian Safety Commission, including the formal business meetings and the interim work sessions. Staff will assist the BBPSC in reviewing local development proposals for bicycle and pedestrian issues, and will develop policy recommendations for education and safety programs for bicyclists and pedestrians.

(C) LCI Training Program

During Fiscal Year 2008, MPO Staff attended training sessions on bicycle skills and safety presented by the League of American Bicyclists. As a result, one MPO staff member is now a League Certified Instructor (LCI) that is qualified to present such training courses to others. The MPO will utilize this new skill set by hosting an annual bicycle skills and safety training seminar that is open to the public (limited only by class size and age requirements established by the League of American Bicyclists). Specifically, MPO Staff will present the Road I course, as defined by the League. This course provides instruction on bicycle handling and traffic skills, including how to ride safely in a multitude of situations, as well as some basic bicycle maintenance skills.

Responsible Agency and End Product(s):

- (1) MPO Staff to present the Road I training program to the public at least once per calendar year, including provision of study materials as needed.

(D) Transit Development Program

Bloomington Transit began the creation of a new Transit Development Program (TDP) during Fiscal Year 2008. The TDP is being produced with the assistance of an independent consultant. The TDP will comprehensively analyze the operations of Bloomington Transit and provide recommendations for future improvements to transit service. It will analyze stops and shelters, transit routes, system ridership, financial status, and other related transit components. In addition, the TDP will take into account recommendations of other recent studies undertaken by Bloomington Transit, including the Downtown Passenger Transfer Facility Location Analysis and the Fixed Transit Route Operational Analysis. The TDP will be completed during Fiscal Year 2009.

Responsible Agency and End Product(s):

- (1) Bloomington Transit and independent transit consultant to complete a new Transit Development Program (TDP), to include recommendations on stops and shelters, transit routes, system ridership, financial status, and other related transit components.
 - (a) Transit Development Program

| 502 | | | | | |
|-------|---------------------------------|--------------------|-------------|---------|-------------|
| Task | | Responsible Agency | FY 2009 | FY 2010 | Total Cost |
| (A) | Safe Routes to School (SR2S) | | | | |
| | Administer SR2S Program | MPO | \$8,500.00 | \$0.00 | \$8,500.00 |
| (B) | Bike & Ped Project Coordination | | | | |
| | BBPSC Meetings | MPO | \$5,500.00 | \$0.00 | \$5,500.00 |
| (C) | LCI Training Program | | | | |
| | LCI Training Program | MPO | \$2,250.00 | \$0.00 | \$2,250.00 |
| (D) | Transit Development Plan (TDP) | | | | |
| | Transit Development Plan (TDP) | BT | \$25,000.00 | \$0.00 | \$25,000.00 |
| TOTAL | | | \$41,250.00 | \$0.00 | \$41,250.00 |

503 LONG RANGE ALTERNATIVE TRANSPORTATION PLANNING

(A) Alternative Transportation Corridor Study

As a component of the Fiscal Year 2007 UPWP, the MPO produced an alternative transportation corridor study with the help of an independent consultant. This study analyzed the proposed I-69 route through the Metropolitan Planning Area and provided design recommendations for bicycle and pedestrian facilities for interchanges and overpasses. During Fiscal Year 2008, MPO staff began the implementation phase of the project, both through further coordination with the I-69 Section 5 design office as well as mobilization of resources on the local level. MPO Staff will continue this implementation phase during Fiscal Year 2009.

Responsible Agency and End Product(s):

- (1) MPO Staff will provide assistance to local agencies for the implementation of the Alternative Transportation Corridor Study.

(B) Coordinated Human Services Public Transit Plan

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. In order for local transit operators to use these funding sources, any project proposed to be funded must be included in a locally developed Coordinated Human Services Public Transit Plan, which the MPO has adopted. In Fiscal Year 2009, MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan.

Responsible Agency and End Product(s):

- (1) MPO Staff, to assist local transit and human services providers with the implementation of projects specified in the Coordinated Human Services Public Transit Plan.

| 503 | | | | | |
|-------|--|--------------------|-------------|---------|-------------|
| Task | | Responsible Agency | FY 2009 | FY 2010 | Total Cost |
| (A) | Alternative Transportation Corridor Study | | | | |
| | Project Implementation | MPO | \$3,000.00 | \$0.00 | \$3,000.00 |
| (B) | Coordinated Human Services Public Transit Plan | | | | |
| | Mobility Steering Committee | MPO | \$7,700.00 | \$0.00 | \$7,700.00 |
| | Project Development Assistance | | | | |
| TOTAL | | | \$10,700.00 | \$0.00 | \$10,700.00 |

Appendix A

Transit Operator Local Match Assurance

FY 2008 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds:

The City of Bloomington Public Transportation Corporation hereinafter referred to as the "Transit Provider", HEREBY GIVES ITS ASSURANCES THAT the local matching requirements for its FY 2009 FHWA and FTA grants shall be met. The MPO is requesting FHWA and FTA Planning grant funds totaling \$397,588.00 requiring \$99,397.00 local match. As specified in the FY 2009-2010 Unified Planning Work Program (UPWP), the Transit Provider shall be responsible for \$21,600.00 of the total grant, requiring \$5,400.00 in local match for the following UPWP elements:

- 1) 501 (A) - Annual unlinked passenger trip estimates
- 2) 502 (D) – Transit Development Program (consultant product)

Date

Bloomington Public Transportation Corporation
Legal Name of Applicant

By: _____
Lew May, General Manager of Bloomington Transit

Appendix B

Abbreviations

| | |
|------------|---|
| 3-C | Continuing, Comprehensive, and Cooperative Planning Process |
| ADA | American Disabilities Act |
| BBPSC | Bloomington Bicycle and Pedestrian Safety Commission |
| CAC | Citizens Advisory Committee |
| EJ | Environmental Justice |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| FY | Fiscal Year (July 1 through June 30) |
| HPMS | Highway Performance Monitoring System |
| INDOT | Indiana Department of Transportation |
| INSTIP | Indiana State Transportation Improvement Program |
| IPA | Indiana Planning Association |
| ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 |
| ITS | Intelligent Transportation System |
| IU | Indiana University |
| MCCSC | Monroe County Community School Corporation |
| MPO | Metropolitan Planning Organization |
| MTP | Master Thoroughfare Plan |
| PDP | Program development Process |
| PL | Planning |
| SAFETEA-LU | Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users |
| SCP | Safety-Conscious Planning |
| SRTS | Safe Routes To School |
| STP | Surface Transportation Program |
| TAC | Technical Advisory Committee |
| TDF | Travel Demand Forecast |
| TEA-21 | Transportation Efficiency Act for the 21 st Century |
| TIP | Transportation Improvement Program |
| TIS | Traffic Impact Study |
| TRB | Transportation Research Board |
| UMTA | Urban Mass Transit Administration |
| UPWP | Unified Planning Work Program |
| VMT | Vehicle Miles of Travel |

Appendix C

FY 2009 Certification Statement

INSTITUTIONAL ARRANGEMENTS

(A) Designated MPO

The State of Indiana agreed to the designation of the City of Bloomington Plan Commission as the Metropolitan Planning Organization responsible for carrying out the provisions of Section 134, Title 23 of the United States Code for the Bloomington urbanized area through designation by the Governor of Indiana on March 4, 1982. The U.S. Department of Transportation accepted this designation.

(B) Urbanized Areas Affected By This Certification

This certification is for the Bloomington/Monroe County Urbanized Area.

(C) Policy Decision-Making Process (Committee Structure and Delegation of Authority)

The Bloomington/Monroe County Metropolitan Planning Organization adopted new Operational Bylaws in December 2005. These bylaws provide a specific description of the roles and membership for each of the three committees that comprise the MPO. The jurisdictions represented in the MPO are:

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University

The three MPO committees are:

Policy Committee

The Policy Committee serves as the decision-making body of the MPO. They provide oversight on all projects, policies, and programs pursued by the MPO. This includes official adoption of the Long Range Transportation Plan, the Unified Planning Work Program, and the Transportation Improvement Program. Membership of this committee is comprised of elected and appointed officials from the key jurisdictions.

Technical Advisory Committee

The Technical Advisory Committee provides technical-level input on MPO projects, policies, and programs. The committee reviews these items and makes recommendations to MPO staff as well as to the Policy Committee. All business conducted by the MPO is required, per the adopted bylaws, to be reviewed by the Technical Advisory Committee prior to a decision by the Policy Committee. Membership of this committee is comprised of technical staff representing the same key jurisdictions as the Policy Committee membership.

Citizens Advisory Committee

The Citizens Advisory Committee provides public input on MPO projects, policies, and programs. All business conducted by the MPO is required, per the adopted bylaws, to be reviewed by the Citizens Advisory Committee prior to a decision by the Policy Committee. Membership of the Citizens Advisory Committee is open to the general public, as well as a wide variety of key community organizations that are specifically invited to send representation.

All jurisdictions are represented across all three MPO committees. The committees also provide representation for all modes of travel within the MPO area.

(D) Delegation of MPO Responsibilities or Authority to Other Agencies

The Bloomington/Monroe County MPO currently provides federal planning funds under a Third Party Agreement to Bloomington Transit (BT) to conduct transit planning activities as outlined in the Unified Planning Work Program. All other responsibilities and authority are retained by the MPO.

(E) Functional Responsibilities of Participating Agencies

Federal, state, and local agencies concerned with transportation and land use planning as well as the implementation of transportation facilities are given every opportunity to participate in the urban transportation planning process through the MPO's committee structure. The participants which comprise the committees advise and provide direction to the MPO's transportation planning staff.

(F) Legal Basis for MPO

The Bloomington MPO obtains its statutory authority from the Indiana Code, Title 18, Article 5, Chapter 1 and Title 18, Article 7, Chapter 5.5. Local authority for the Bloomington MPO is based on the 1982 letter from the U.S. Department of Transportation and an inter-cooperative agreement between the City of Bloomington and Monroe County.

(G) Intergovernmental Review Process

The Bloomington MPO participates in the intergovernmental review process. The Unified Work Planning Program and the Transportation Improvement Program are subject to this intergovernmental review.

COMPREHENSIVE PLANNING

(A) Status of an Area-wide Land Use Plan or Urban Development Plan

Comprehensive land use plans have been adopted separately by the City of Bloomington, Monroe County and the Town of Ellettsville. The MPO provides a forum to discuss issues related to transportation in both plans.

(B) Consistency of the Transportation Plan with the Comprehensive Land Use Plans

Land use and demographic data developed for the various comprehensive land use plans served as the basis for the MPO's 2030 Long Range Transportation Plan unanimously adopted by the Policy Committee in April 2006, and amended in June 2007. Appropriate local planning agencies are directly involved in the development of transportation plans.

TRANSPORTATION PLANNING PROCESS AND ELEMENTS

(A) Social, Economic, and Environmental Effects

The Unified Planning Work Program study elements are designed to obtain information necessary for the overall social, economic, and environmental (SEE) effects of proposed system improvement projects. The MPO committee structure provides a mechanism for evaluating this information and for developing alternative methods to mitigate negative SEE impacts.

(B) Transportation Control Measures Required by the SIP

The Bloomington/Monroe County urbanized area has been declared an attainment area by the Federal Environmental Protection Agency (EPA) with regard to transportation-related pollutants. As such, the MPO is not required to develop transportation control measures or to submit other documentation related to the State Air Quality Implementation Plan (SIP). Nevertheless, the maintenance and improvement of air quality is a significant local planning objective.

(C) Citizen Involvement

The MPO maintains a very active public participation process, which includes the Citizens Advisory Committee (described above) and public informational forums. Public hearings and special public meetings are routinely scheduled for projects and plan development/adoption.

(D) Transportation System Management Strategies in All Phases of the Planning Process

All urban areas of 50,000 population or greater are required to develop and maintain a transportation plan as a component of the transportation planning process for the metropolitan area.

The 2030 Long Range Transportation Plan for the Bloomington/Monroe County MPO emphasizes system management/preservation of the existing multi-modal transportation network with enhanced connectivity for increased safety and operational efficiency. Transportation system management strategies are considered in all phases of project planning and development.

(E) Needs of Mobility-Limited Persons

The needs of mobility-limited persons in the Bloomington/Monroe County urban area are met by Bloomington Transit (BT) which operates a curb-to-curb transportation service for persons with disabilities known as BT Access. BT Access provides vital mobility for persons with disabilities who cannot use regular fixed route service due to the nature of their disability. BT Access operates days and hours comparable to those that the fixed route service operates. The BT Access service area includes the entire City of Bloomington during weekdays. The service area is more limited on weeknights and weekends to include all areas within $\frac{3}{4}$ mile of fixed routes operating during those days and times. The BT Access fare per one-way trip and has remained unchanged since 1996.

BT Access ridership has grown more than three-fold in the period from 1991 to 2005 as persons with disabilities continue to become more independent and self-sufficient. Contributing to the growth in BT Access, ridership in recent years has been the trend in relocating persons with disabilities to independent living situations. BT Access is used by eligible riders to access employment, education, health care services, shopping, and recreational activities throughout Bloomington.

(F) Mitigate Traffic

As noted in the adopted 2030 Long Range Transportation Plan, traffic mitigation refers to actively reducing the demand for automobile trip-making, and in turn reducing the traffic impacts associated with trip-making. This guiding principle for the Bloomington/Monroe County MPO is intended to reduce the frequency and length of auto trips through the application of a variety of key land use and transportation principles. The first component of traffic mitigation is mixed-use development, which reduces travel demand by placing residential areas in closer proximity to the shopping, employment and recreation destinations they seek. In addition, support of a compact urban form for development will keep trip lengths low, and allow more areas to be serviced by alternative modes of travel. Finally, investment in and support for modes of travel such as walking, bicycling and public transit must be significant and sustained to make them truly viable alternatives to personal motor vehicles.

(G) Energy Conservation - Goals, Objectives, Specific Targets, Surveillance, and Monitoring of Energy Supply and Consumption, Planning for Short Term Disruption in Energy Supply

The 2030 Long Range Transportation Plan adopted in April 2006 specifically notes a goal to "Make transportation infrastructure investments in a manner that protects and enhances the environment, promotes energy conservation, and improves quality of life." Specific objectives under this LRTP goal include:

- Examine the overall short and long-term social, economic, energy, and environmental (social, natural, and human-made) effects of major transportation investments.
- Ensure transportation investments contribute to the overall improvement of air quality for the metropolitan area and support actions reducing the dependency on single-occupant vehicles.

- Give priority and encouragement to alternative fuels, fuel efficiency and new technologies to reduce pollution and usage of non-renewable resources.
- Plan, design, develop, construct, and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures, and neighborhoods.

(H) Involvement of Existing Public and Private Transportation Providers, Traffic Engineers Ridesharing Agencies, etc.

The involvement of public and private transportation providers is maintained through the existing committee structure of the MPO. Public transportation providers and traffic engineers, including Indiana University, Bloomington Transit, the Monroe County Highway Engineer, and the City of Bloomington Engineer sit on the Technical Advisory Committee. Private transportation providers and traffic engineers are advised of Citizen Advisory Committee agenda and meetings through website notices and direct mailings. In addition to the committee structure, the MPO sponsors public information meetings to ensure public participation.

Additionally, a Coordinated Human Services Public Transportation Plan has been adopted by the MPO. The plan aims to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. The plan will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation possible with available resources. Together these actions will ensure continued involvement and coordination of public and private transportation providers.

(I) Technical Activities to the Degree Appropriate

The Unified Planning Work Program for the Bloomington/Monroe County MPO Bloomington MPO work program includes functions that provide for technical activities that include but are not limited to the following:

- Intergovernmental Coordination
- Unified Planning Work Program Development, Adoption and Administration
- FHWA/FTA Planning Grant Administration
- Staff Training, Education and Technical Needs
- Public Participation Coordination
- Transportation Improvement Program Development, Adoption, Administration, and Project Coordination
- Traffic Volume Impact Analysis
- Annual Crash Report
- Long Range Transportation Plan Update
- Intelligent Transportation System Development and Implementation
- Vehicular Data Collection
- Transit, Bicycle and Pedestrian Data Collection/Volume Counts
- Bicycle and Pedestrian Safety and Education Activities
- Safe Routes to School Program

(J) Planning Process Documentation

The Bloomington MPO planning process is documented in the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the 2030 Long Range Transportation Plan (LRTP), the MPO Public Participation Plan (PPP), and the MPO Operational Bylaws. These documents are developed, reviewed, and adopted through and in partnership with the MPO Committee structure previously noted in this Certification Statement and in cooperation with the Indiana Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration.

WORK PLAN

(A) Status

All Fiscal Year 2008 Unified Planning Work Program activities are underway and approval of the Fiscal Year 2000-2010 Unified Planning Work Program will occur by June 2007. An Annual Completion Report is prepared as a final End Product for each Fiscal Year Unified Planning Work Program. Completion reports contain detailed descriptions on the status of projects and the work completed under the appropriate Fiscal Year. In addition, the report includes the State Board of Accounts Calendar Year Audits for funds utilized within the Unified Planning Work Program.

(B) Effectiveness

The Bloomington/Monroe County Unified Planning Work Program is reviewed and updated on an annual basis to correspond with needs identified by staff, cooperating agencies, citizens and other participants involved with the MPO in the planning process.

TRANSPORTATION PLAN

(A) Annual Reaffirmation of Validity

The Transportation Improvement Program (TIP) for the Bloomington/Monroe County Metropolitan Planning Organization is produced annually. The annual adoption of the Transportation Improvement Program is a reaffirmation of the Long Range Transportation Plan. If at such a time the Transportation Improvement Program does not agree with the Long Range Transportation Plan, amendments to the Long Range Transportation Plan would then be necessary for adoption of the conflicting Transportation Improvement Program to occur.

In accordance with federal transportation planning requirements for all urbanized areas, the Long Range Transportation Plan for Bloomington/Monroe County is to be updated at least every five years, with the most recent update occurring in 2006.

(B) TSM Strategies Are Considered Throughout the Planning Process

As noted in Section III – D, all urban areas of 50,000 population or greater are required to develop and maintain a transportation plan as a component of the transportation planning process for the metropolitan area.

The 2030 Long Range Transportation Plan for the Bloomington/Monroe County MPO emphasizes system management/preservation of the existing multi-modal transportation network with enhanced connectivity for increased safety and operational efficiency. Transportation system management strategies are considered in all phases of project planning and development.

(C) The Transportation Plan Has Both Short-Range and Long-Range Elements and is Multi-Modal Based on Currently Held Valid Socioeconomic Data

The 2030 Long Range Transportation plan for the Bloomington/Monroe County MPO has both short and long range elements that focus on multi-modal needs. Transportation needs identified in this plan are based on currently held and validated socioeconomic data.

TRANSPORTATION IMPROVEMENT PROGRAM

(A) Adequacy of the Transportation Improvement Program Development Process

Unified Planning Work Program end products are used as input for project identification, selection, prioritization and programming fund allocation. The projects identified in the Transportation Improvement Program are

Bloomington/Monroe County Metropolitan Planning Organization

prioritized by a process of coordination between the MPO staff and the implementing jurisdictions. Most, if not all, projects have been in the engineering stage or in some phase of development construction over multiple years. The Long Range Transportation Plan and the MPO's short-range transportation planning activities also provide a basis for refined prioritization.

(B) Tradeoffs Between Long-Range and Short-Range Projects

Projects are identified for inclusion in the Transportation Improvement Program through the process noted above. Any and all potential "tradeoffs" that occur between projects identified through short-range planning activities and long-range planning activities will be evaluated and determined through a cooperative process involving the affected jurisdiction(s) and the MPO committee structure.

(C) Adequate TIP

Projects Consistent With the Planning Process:

The annual Transportation Improvement Program incorporates projects that have been identified through a transportation planning process or from system management (pavement, bridge, safety) activities. Indiana Department of Transportation projects are identified through the INDOT planning process.

Projects Initiated by Local Officials:

Local jurisdiction projects are reviewed for planning support and prioritization recommendations by the MPO staff in consultation with the MPO committee structure. The final action(s) of the Policy Committee determines the final project prioritization reflected in the Transportation Improvement Program.

Conforms with Joint Transportation Improvement Program Development Regulations:

The process used by the Bloomington/Monroe County MPO for the Transportation Improvement Program is conducted in accordance with applicable federal guidelines.

Conformance and Priority Criteria Being Met:

All federal-aid projects are prioritized within appropriate funding categories and fund type (i.e. STP, MA, etc.). Transportation Enhancement and Safe Routes to Schools projects are prioritized at a statewide level.

**AIR QUALITY (TO THE EXTENT APPLICABLE UNDER STATE IMPLEMENTATION PLAN [SIP]
REQUIREMENT, ATTAINMENT STATUS, ETC.)**

(A) MPO Determination of TIP Conformance with SIP

Not Applicable.

(B) Evidence of Coordination Between State/Local Air Quality and Transportation Agencies

Not Applicable.

(C) Priority Given to TCMs as Called for in SIP

Not Applicable.

(D) Air quality Planning Tasks in the Work Program Advanced in Accordance With SIP

Not Applicable.

CERTIFICATION STATEMENT FOR THE URBAN TRANSPORTATION PLANNING PROCESS

The Bloomington/Monroe County Metropolitan Planning Organization Policy Committee does hereby certify that the urban transportation planning process for the Bloomington urbanized area is being conducted in accordance with all applicable requirements of Section 134 of Title 23, Section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and Title 23 CFR, Part 450, Subpart C, as published in the Federal Register, Vol. 58, No. 207/Thursday, October 28, 1993.

Kent McDaniel
Chair, Policy Committee

Joshua Desmond, AICP
Director
Bloomington/Monroe County MPO

Date

Date

The Indiana Department of Transportation, Urban and MPO Section, Office of Urban and Corridor Transportation, supports the Bloomington/Monroe County Metropolitan Planning Organization self-certification determination and recommends concurrence with the certification requirements of 23 CFR 450.334.

Carter Keith
Manager, Urban and MPO Section
Office of Urban and Corridor Administration

Date